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1-11. (CANCELED)

12. (CURRENTLY AMENDED) A method for ~~[[the]]~~ operation of a drive train for <
powering a mobile vehicle with a drive engine which, ~~on the one hand~~, via a <
hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers <
a speed-change step-down transmission (5) for driving the propulsion drive and, ~~on the~~ <
~~other hand~~, powers an auxiliary drive for driving at least one hydraulic pump, such that <
the pump impeller (3) ~~can be connected~~ being connectable via a clutch (2) to the drive <
engine and the turbine rotor (4) is connected to the step-down transmission (5), the <
method comprising the step of: wherein <

regulating the clutch (2) ~~is regulated~~ in such a manner that regardless of drive <
engine speed, an actual speed of the mobile vehicle corresponds to a specified speed. <

13. (CURRENTLY AMENDED) A method for the operation of a drive train for <
driving a mobile vehicle with a drive engine which, ~~on one hand~~, via a hydrodynamic <
torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed- <
change step-down transmission (5) for driving a propulsion drive and, ~~on another hand~~, <
powers an auxiliary drive for driving at least one hydraulic pump, such that the pump <
impeller (3) can be connected via a clutch (2) to the drive engine, the method <
comprising the step of: wherein <

regulating the clutch (2) ~~is regulated~~ in such a manner that regardless of drive <
engine speed, an actual torque of the turbine rotor (4) does not exceed a predefined, <
specified torque. <

14. (CURRENTLY AMENDED) The method for the operation of a drive train <
according to claim 12, ~~wherein in thrust operation~~ further comprising the step of <
actuating a service brake is actuated in a thrust operation when the specified speed is <
exceeded. <

15. (CURRENTLY AMENDED) The method for the operation of a drive train <
according to claim 12, ~~wherein~~ further comprising the step of actuating the service <
~~brake is actuated~~ in such a manner that the actual speed corresponds to the specified <
speed. <

16. (CURRENTLY AMENDED) The method for the operation of a drive train <
according to claim 12, ~~wherein~~ further comprising the step of regulating the clutch (2) <
~~is regulated~~ as a function of the speed of the drive engine and ~~[[the]]~~ a difference <
between the actual speed and the specified speed. <

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17. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 13, wherein further comprising the step of regulating the clutch (2)
 ~~is regulated~~ as a function of the speed of the drive engine and ~~[[the]]~~ a difference
 between the actual torque and the specified torque.

18. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the steps of locating the clutch (2)
 ~~located~~ inside a converter housing (1) and ~~is cooled~~ cooling the clutch (2) by a liquid
 present ~~therein~~ within the converter housing (1).

19. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the step of specifying a speed can
 ~~be specified by means of a driving pedal (12)~~.

20. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, wherein further comprising the step of actuating the clutch (2)
 ~~can be actuated~~ by an electronic control unit (7) and a proportional valve (16).

21. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim[[s]] 12, wherein further comprising the step of actuating the clutch
 ~~(2) is actuated~~ by an actuation pressure which is adjusted as a function of an actual
 pressure inside a converter housing (1).

22. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim[[s]] 12, wherein further comprising the steps of locating the clutch (2)
 ~~is located~~ outside a converter housing (1) and ~~is cooled~~ cooling the clutch (2) by a
 coolant liquid.

23. (NEW) A method of operation of a drive train for powering a vehicle with an engine which drives, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), a speed-change step-down transmission (5) for driving a propulsion drive and drives an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) being connectable, via a clutch (2), with the engine and the turbine rotor (4) is connected to the step-down transmission (5), the method comprising the step of:

regulating the clutch (2) in such a manner that regardless of a speed of the engine, one of an actual speed of the vehicle remains below a specified speed and an actual torque of the turbine rotor (4) remains below a specified torque.